1. **Required: Signage**

   **Legally Required Minimum Signage per the Legislation**

   ("An electric vehicle charging station must be indicated by vertical signage identifying the station as an electric vehicle charging station and indicating that it is only for electric vehicle charging. The signage must be consistent with the manual on uniform traffic control devices, as adopted by the department of transportation under RCW 47.36.030."
   per RCW 46.08.185 (SB 5849-2013 Session Law))
2. Signage → Unofficial supplemental guidelines

SEVA’s Unofficial Guidelines for Signage

(“Supplementary signage may be posted to provide additional information ...” per RCW 46.08.185 (SB 5849-2013 Session Law))

On-street charging space
Time parameters are location and charging station specifications dependent

Minimum height of signage above the ground
- MUTCD: 7' if pedestrians can pass behind sign
- MUTCD: 36" if pedestrians can NOT pass behind
SEVA recommends a 42" minimum for improving visibility to passing drivers
- Mounting options: pole, wall or equipment

An alternative to additional signage below:
A printed courtesy notice placed on any vehicle which is found parking in a charging space.
(See Appendix A for examples)

Maximum time for charging
30 minutes

Violators are subject to a fine
RCW 46.08.185

Suggested time allowances:
- DC Quick Charge – 30 minutes
- Level 2 station – 1 hour min. to 4 hours max.

3. Required: Green pavement markings

Legally Required Minimum Markings per the Legislation

(“... indicated by green pavement markings.” per RCW 46.08.185 (SB 5849-2013 Session Law))
4. Green Pavement Markings → Unofficial Supplemental Guidelines

SEVA’s Unofficial Guidelines for Green Markings

(Lack of a location standard for EV charging ports requires the charging space to be usable either head-in or back-in as well as having a wider space dimension to allow room for a charging port connection on the side of a vehicle)

Examples of more extensive green markings for charging spaces
5. Important guidelines to maximize the investment in charging spaces
   Not required by legislation, but highly recommended by Seattle Electric Vehicle Association and Plug in America.

Way-Finding
These signs are important because GPS coordinates are not always accurate enough for the driver to visually sight the station upon arriving at a destination. Also, GPS signals are often blocked by the built environment. Optimally, the route should have a sign wherever it turns from the default travel direction.

Terminology:
1. Always refer to the space adjacent to the charging station which will be used by the vehicle while it is charging as a charging space. This avoids confusion about its parking space status.

Siting of Charging Stations:
1. While the location of the site’s electrical service supply will usually be the major determining factor when locating a charging station on one’s property, it is best to avoid placing charging stations in prime parking locations. This lowers the temptation to park in the charging space by other vehicle drivers who do not need to charge and avoids the appearance of preferential treatment for EV owners.
2. There are two strategies for making charging spaces accessible to those with disabilities:
   a. Increase the width of the charging space to 14 feet. Do not identify the space as a disabled parking space because a charging space is NOT a parking space.
   b. While this could end up being contradictory to siting guideline #1 above, a charging space can be located immediately adjacent to a disabled parking space by installing the charging station at the head of the striping line which divides the two spaces and making sure that the plug-in cable is of sufficient length to service both spaces.
3. Charging space locations should be well lit for security and users’ ability to see what they are doing.
4. Charging stations should be placed under overhanging shrubs and trees only when a roof structure is provided.
5. Charging stations are most usable when potential users know stations are available 24/7 as well as being in the vicinity of restrooms and food service which are also accessible 24/7. If a station is not available 24/7, be sure to document the available times in online way-finding applications
6. Be sure to register charging space(s) at Dept. of Energy’s Alternative Fuels Data Center website.
Appendix A

Examples of Courtesy Notices

**Courtesy Notice**

In Washington State, it is illegal to use this space if not connected for charging.

Violators are subject to a $124.00 fine.

RCW 46.02.185

Helping the public learn about electric vehicles is a service of the

Seattle Electric Vehicle Association

SEVA.net

---

The Blink Courtesy Notice

You have ICED* me!

I am an electric vehicle driver looking to get a charge so I can make it home. You are parked in a spot designated for electric vehicles only.

Don’t forget to look at the parking signal

*ICED stands for “Intentionally Charging Electric Driver”

Did you know you’re parked in an electric vehicle only parking spot?

I know this is the best spot on the list, but you are preventing me from getting home! I need to use the parking spot you are in to charge my electric vehicle.

In the future please remember to look at the signal

You obviously know nothing about electric vehicles.

You are parked in an electric vehicle charging spot. You are preventing me from getting home to my family. I don’t park my EV at your gas pump, so don’t park at my charger.

Read this sign!

blink.com

---

Blink Holiday Courtesy Notices, spreading EV cheer for all to hear!

Happy Holidays!

I don’t know if you realize that you have parked your car in a space reserved for electric vehicles. Next time, please park in any of the other spots that are not reserved.

Thank you.

Merry Christmas!

I don’t know if you realize that you have parked your car in a space reserved for electric vehicles. Please don’t “Scrooge” another EV driver again. Please park in any of the other spots that are not reserved.

Thank you.

Happy Holidays!

I don’t know if you realize that you have parked your car in a space reserved exclusively for electric vehicles. Please don’t “Scrooge” another EV driver again. Please park in any of the other spots that are not reserved.

Thank you.

Feel free to design positively worded notices using your own themes such as the reasons for EVs needing to have access to a charging station, analogy of parking in front of a gas pump, violators are subject to a $124.00 fine if not connected for charging, the fact that EV drivers may be paying for charging their EV, protecting the property owner’s investment to provide a public service, etc.
Appendix B

Charging Space Sign Specifications
Manual on Uniform Traffic Control Devices (MUTCD)
as adopted by WSDOT

[Image of charging space sign specifications]

<table>
<thead>
<tr>
<th>DIMENSIONS (MILLIMETERS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>300</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DIMENSIONS (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>12</td>
</tr>
</tbody>
</table>

COLORS
CIRCLE, DIAGONAL, LEGEND,
BORDER- RED (REFL)
BACKGROUND - WHITE (REFL)
"P" - BLACK
* When D9-11b (Alternate) is used with MUTCD sign R7-11, its common dimension A is reduced to 12” (-50%) and all other dimensions also reduced in the same proportion.
Appendix C

Text of Senate Bill 5849-2013 Session Law

CERTIFICATION OF ENROLLMENT

ENGROSSED SUBSTITUTE SENATE BILL 5849
Chapter 60, Laws of 2013
63rd Legislature
2013 Regular Session

MOTOR VEHICLES--ELECTRIC VEHICLE CHARGING STATIONS

EFFECTIVE DATE: 07/28/13

Passed by the Senate March 13, 2013
YEAS 43 NAYS 6
BRAD OWEN
President of the Senate

Passed by the House April 12, 2013
YEAS 84 NAYS 12
FRANK CHOPP
House of Representatives

Approved April 23, 2013, 4:48 p.m.
JAY INSLEE
Governor of the State of Washington

ENGROSSED SUBSTITUTE SENATE BILL 5849
Passed Legislature - 2013 Regular Session
By Senate Transportation (originally sponsored by Senators Tom, Frockt, Keiser, Hatfield, and Kline)
READ FIRST TIME 02/28/13.

1 AN ACT Relating to electric vehicle charging stations; adding a new section to chapter 46.08 RCW; and prescribing penalties.
2 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:
4 NEW SECTION. Sec. 1. A new section is added to chapter 46.08 RCW to read as follows:
6 (1) An electric vehicle charging station must be indicated by vertical signage identifying the station as an electric vehicle charging station and indicating that it is only for electric vehicle charging. The signage must be consistent with the manual on uniform traffic control devices, as adopted by the department of transportation under RCW 47.36.030. Additionally, the electric vehicle charging station must be indicated by green pavement markings. Supplementary signage may be posted to provide additional information including, but not limited to, the amount of the monetary penalty under subsection (2) of this section for parking in the station while not connected to the charging equipment.
8 (2) It is a parking infraction, with a monetary penalty of one hundred twenty-four dollars, for any person to park a vehicle in an electric vehicle charging station provided on public or private property if the vehicle is not connected to the charging equipment.
10 The parking infraction must be processed as prescribed under RCW 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(3).
12 (3) For purposes of this section, "electric vehicle charging station" means a public or private parking space that is served by charging equipment that has as its primary purpose the transfer of electric energy to a battery or other energy storage device in an electric vehicle.

Passed by the Senate March 13, 2013.
Passed by the House April 12, 2013.
Approved by the Governor April 23, 2013.
Filed in Office of Secretary of State April 24, 2013.

ESSB 5849.SL

As of 11/25/2013
SEVA's Unofficial Guidelines for Implementing SB 5849 Page 8 of 8